### Item VB

### **VERDUGO AVENUE BIKELANE PROJECT**

### ISSUE:

The Traffic Commission requested additional information on the status of the revised pavement striping on Verdugo Avenue between Olive Avenue and Hollywood Way.

### **BACKGROUND**

The Burbank Bicycle Master Plan was approved by City Council on December 15, 2009. The plan included the establishment of a Type II (delineated on-street) bike route on Verdugo Avenue between the west City Limits and Olive Avenue and a Type III (signed bike route) between Olive Avenue and Flower Street. The Bicycle Master Plan is shown in Attachment 1.

Public Works had scheduled the resurfacing of Verdugo Avenue between Keystone Street and Olive Avenue for Fiscal Year 2009-10. Staff decided to take advantage of the resurfacing to install bicycle lanes and add funding to extend the bicycle lane project beyond Keystone Avenue. The project was discussed before City Council on October 27, 2009 and on December 15, 2009. The Council authorized the reconfiguration of the roadway striping, with the provision that the striping would be returned to the original configuration if the project caused excessive congestion. The restriping was approved between Olive Avenue and Hollywood Way, and the Council also approved the addition of a second eastbound left turn lane on Verdugo Avenue at Hollywood Way. The new striping was installed in February 2010.

### **DISCUSSION:**

The roadway redesign initially resulted in unacceptable congestion levels on Verdugo Avenue. Although the pavement markings were in place, the vehicle detection took several weeks to install. The detection was completed in March 2010. In addition to the detection at major intersections, fixed time traffic signals at Keystone Avenue, Parish Place, and California Street were provided with side street detection and pedestrian pushbuttons to allow semi-actuated operation to improve efficiency. The signals have been tuned to provide adequate capacity on Verdugo Avenue, and congestion has been minimized.

The new bike lanes were used by all ages of bicyclists almost immediately. Bicyclists use the facility daily, and ridership continues to increase. The facility has become an integral component of the complete bicycle program in Burbank.

### **CONCLUSIONS**

The Verdugo Avenue bicycle facility is now operating as planned.

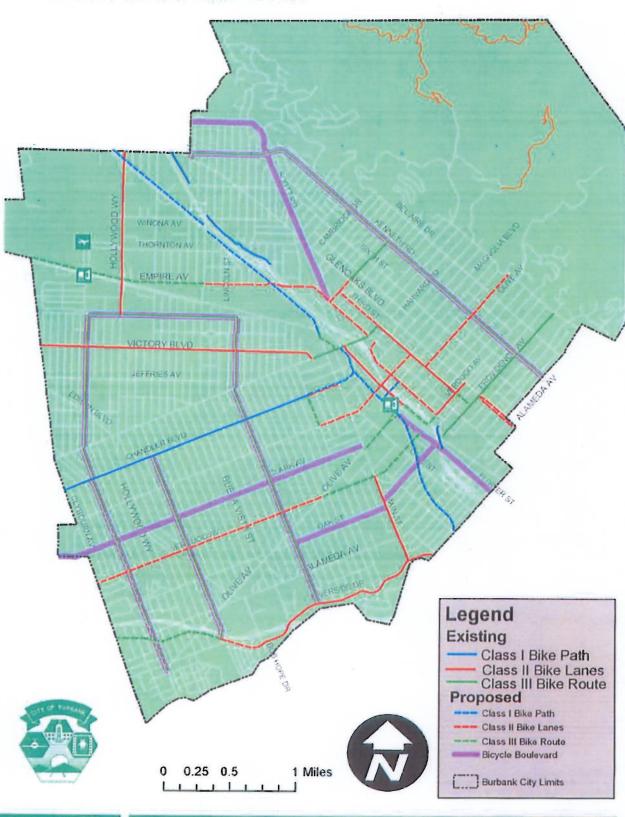
### **RECOMMENDATIONS:**

Receive and File

### **ATTACHMENTS:**

1. Bicycle master Plan

MAP 5.1 PROPOSED BICYCLE FACILITIES - TOP PRIORITY



### Item VC

### JOINT MEETING PRESENTATION ON SCHOOL SAFETY

### DISCUSSION:

The proposed presentation for the joint meeting is attached.

## City of Burbank

# PUBLIC WORKS DEPARTMENT

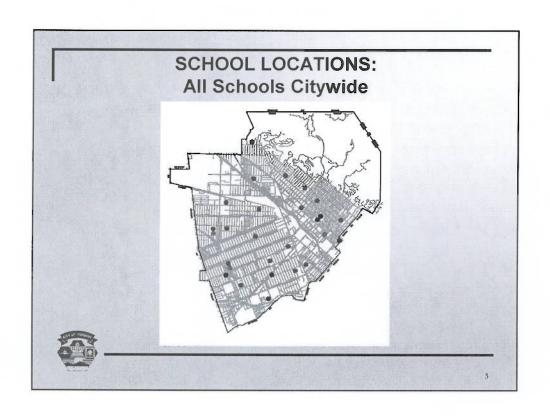
School Area Safety Study Session April 27, 2010

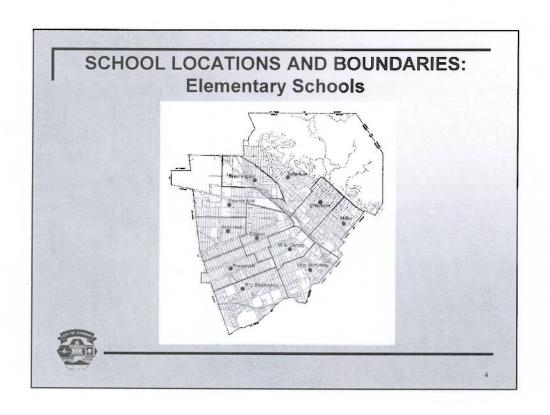


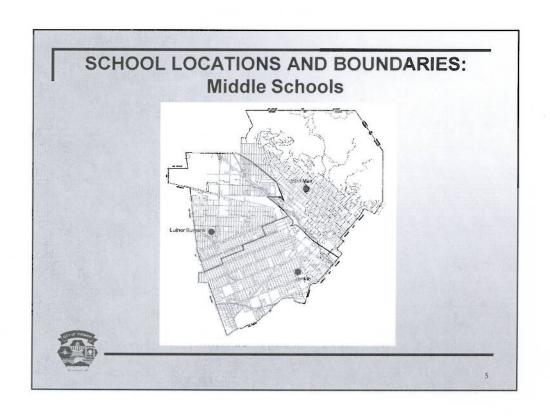
PRESENTATION OUTLINE

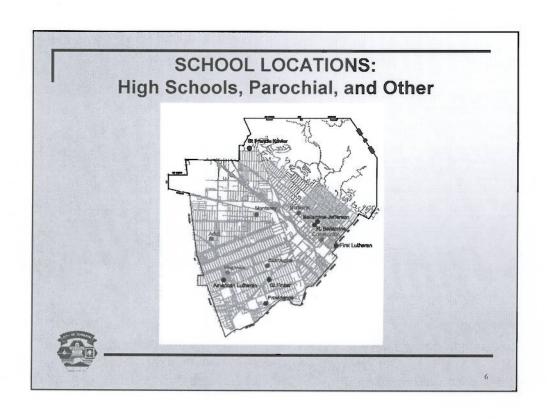
- Burbank School Locations and Boundaries
- Existing School Safety Features
- Planned New Safety Features
- Other Potential Safety Devices
- School Area Accidents
- Outreach Programs
- Conclusion







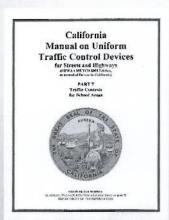




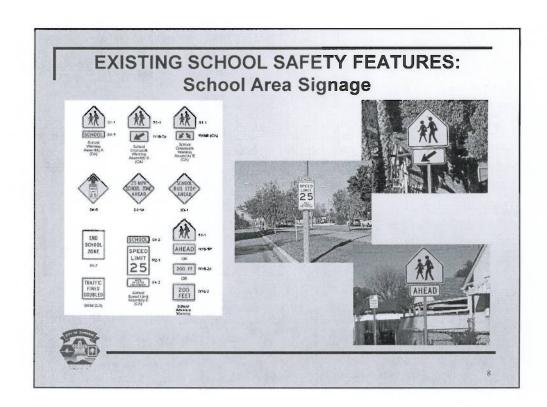
# **EXISTING SCHOOL SAFETY FEATURES: Engineering Studies**

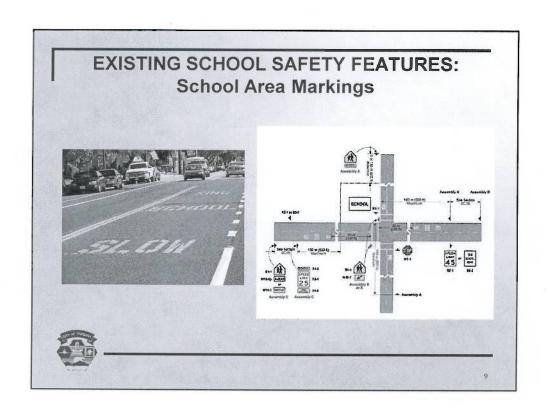
### ■ 2006 MUTCD

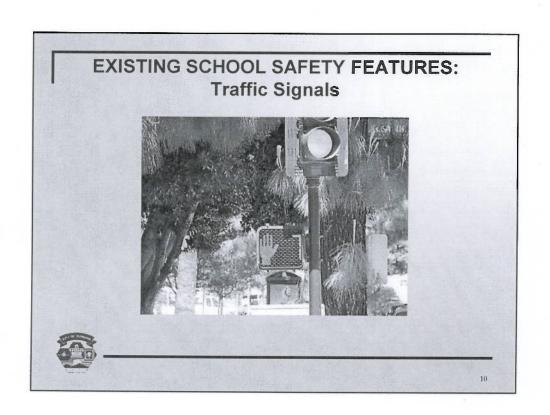
- Standards
- Engineering Studies
- School Area Signs
- School Area Markings
- Traffic Signals
- Crossing Supervision

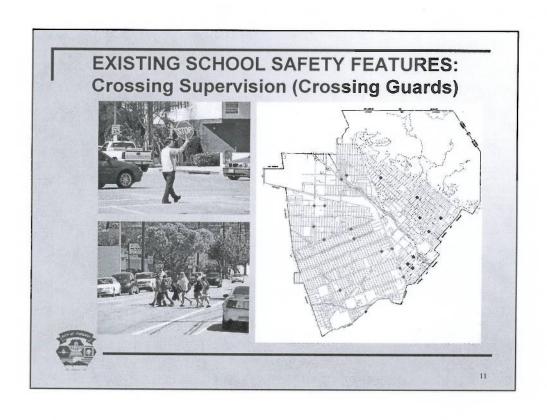












| Cr.                       | ossing Guard Lo          | ocations        |
|---------------------------|--------------------------|-----------------|
| SCHOOL                    | INTERSECTION             | TRAFFIC CONTROL |
| Joaquin Miller El.        | Glenoaks/Providencia     | Signal          |
| Joaquin Miller El.        | Kenneth/Providencia      | All-Way Stop    |
| Bellarmine-Jefferson H.S. | Olive/Fifth              | All-Way Stop    |
| Ralph Emerson El.         | Kenneth/Cypress          | All-Way Stop    |
| Thomas Jefferson El.      | Sixth/Dartmouth          | All-Way Stop    |
| George Washington El.     | Buena Vista/San Fernando | Signal          |
| George Washington El.     | Lincoln/Winona           | No Control      |
| Providencia El.           | Hollywood Way/Pacific    | Signal          |
| Providencia EI.           | Pacific/Ontario          | All-Way Stop    |
| Bret Harte El.            | Burbank/Ontario          | Flashing Light  |
| Bret Harte El.            | Hollywood Way/Jeffries   | Signal          |

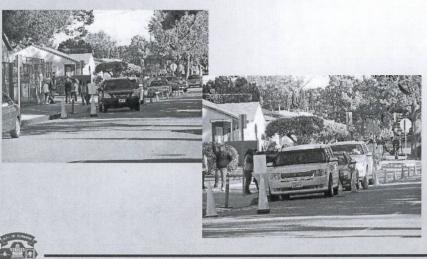
# **EXISTING SCHOOL SAFETY FEATURES:**Crossing Guard Locations (continued)

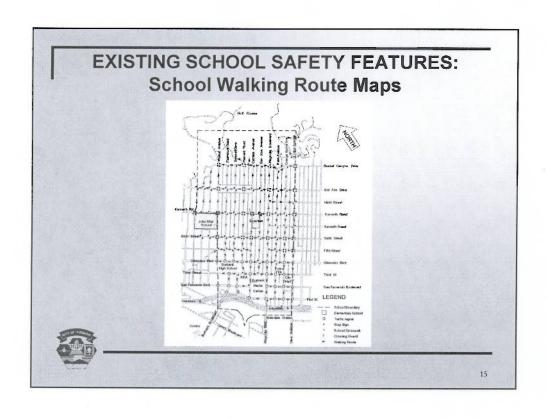
| SCHOOL                  | INTERSECTION      | TRAFFIC CONTROL |
|-------------------------|-------------------|-----------------|
| Thomas Edison El.       | Burbank/Keystone  | Signal          |
| Thomas Edison El.       | Chandler/Keystone | All-Way Stop    |
| RL Stevenson El.        | California/Oak    | All-Way Stop    |
| David Starr Jordan M.S. | Main/Cedar        | Flashing Light  |
| William McKinley El,    | Main/Alameda      | Signal          |
| William McKinley El.    | Victory/Alameda   | Signal          |
| William McKinley El.    | Victory/Elmwood   | Signal          |
| William McKinley El.    | Lake/Elmwood      | No Control      |
| Walt Disney El.         | Victory/Olive     | Signal          |
| Walt Disney El.         | Clark/Mariposa    | No Control      |

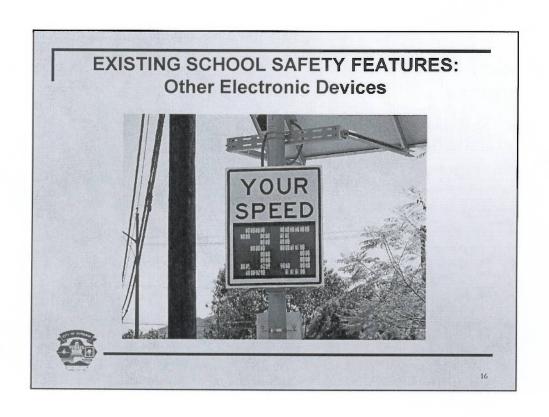


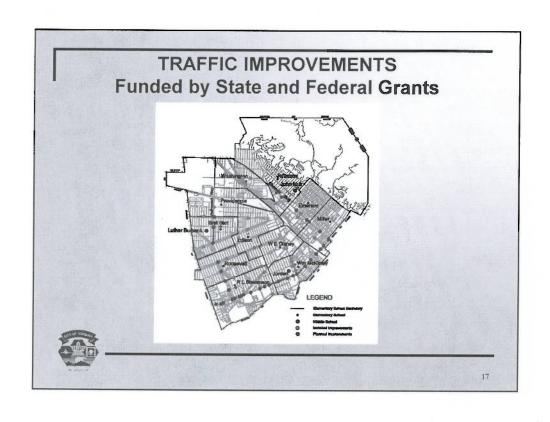
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### EXISTING SCHOOL SAFETY PROGRAMS: Valet Drop Off Programs

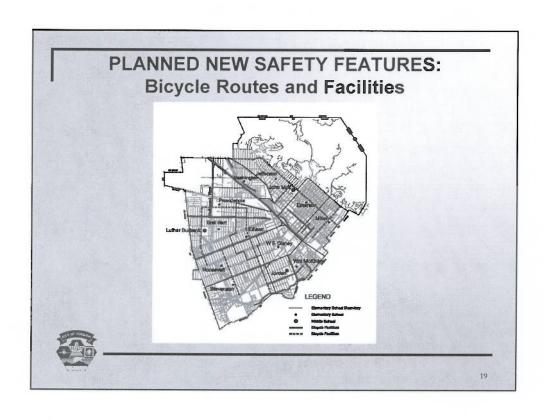


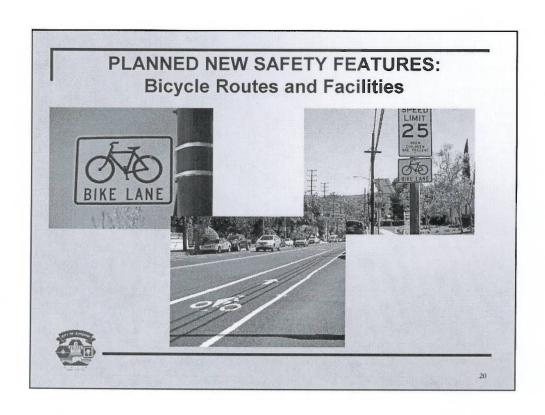












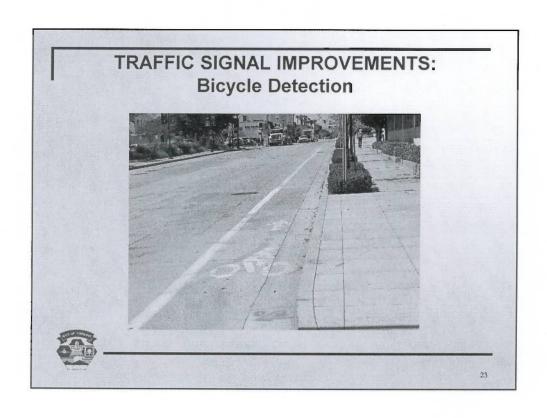
### PLANNED NEW SAFETY FEATURES: Traffic Signal Improvements

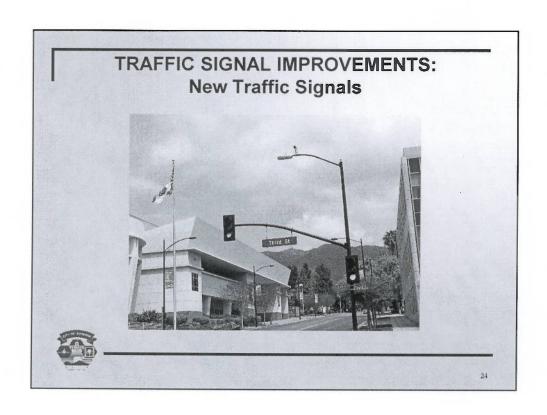
- Pedestrian Signals
- **■** Bicycle Detection
- New Traffic Signals

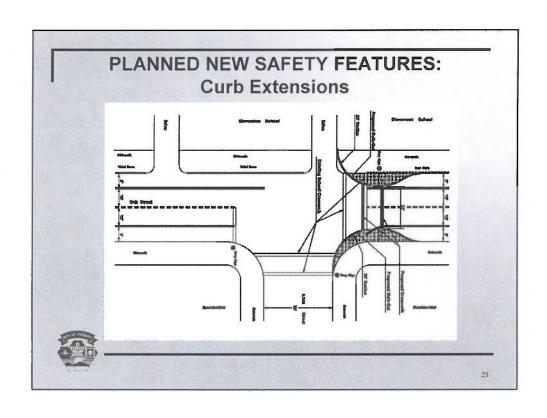


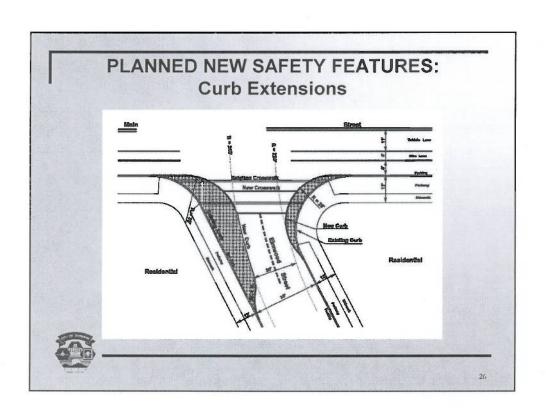
21

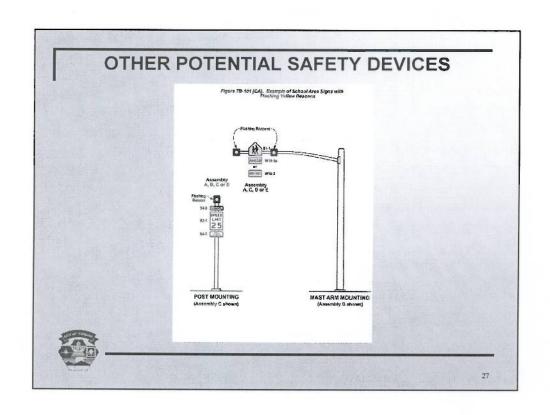
# TRAFFIC SIGNAL IMPROVEMENTS: Pedestrian Signals Olive 2001 BIKE LANE











# SCHOOL AREA ACCIDENTS (From Sample of Schools)

| School         | No. of Intersections* | Total<br>Collisions** | Collisions During<br>School Hours | Accident Rate |
|----------------|-----------------------|-----------------------|-----------------------------------|---------------|
| Bret Harte El. | 6                     | 2                     | 0                                 | 0.05          |
| Jefferson El.  | 6                     | 1                     | 0                                 | 0.02          |
| Miller El.     | 5                     | 7                     | 3                                 | 0.50          |
| Washington El. | 4                     | 1                     | 1                                 | 0.10          |
| Roosevelt El.  | 4                     | 13                    | 5                                 | 0.24          |
| Muir M.S.      | 6                     | 1                     | 1                                 | 0.02          |
| Jordan M.S.    | 3                     | 3                     | 2                                 | 0.30          |
| Burbank M.S.   | 4                     | 1                     | 0                                 | 0.10          |
| Burroughs H.S. | 5                     | 13                    | 6                                 | 0.47          |
| Burbank H.S.   | 8                     | 37                    | 10                                | 0.50          |



Intersections adjacent to school

Collisions from 2005 through 2008

# SCHOOL AREA ACCIDENTS Comparison with Non-School Intersections

| Source                             | Intersection Type              | Average<br>Accident Rate |
|------------------------------------|--------------------------------|--------------------------|
| Los Angeles County<br>(Urban Area) | "T" Intersection               | 0.89                     |
|                                    | Two Way Stop                   | 0.38                     |
|                                    | Four Way Stop                  | 0.26                     |
|                                    | Pre-Timed Traffic Signal       | 0.55                     |
|                                    | Actuated Traffic Signal        | 0.43                     |
| California                         | Traffic Signal (Urban & Rural) | 1.43                     |



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### **OUTREACH PROGRAMS**

- School Administration
- Site Councils
- Parent Teacher Associations
- Police School Safety Programs



### CONCLUSIONS

- Intersections near schools have a good safety record
- Many intersections near schools have multi-way stop control
- Existing school signage conforms to current standards
- Walking route maps should be updated and provided to schools
- Signs and markings at each school should be evaluated and updated periodically



### Item VD

### TMC STAFFING

### ISSUE:

The Traffic Commission requested additional information on the staffing of the TMC to monitor and respond to traffic issues. The facility is currently manned by two individuals, the TMC Manager and a Signal Timing Specialist.

### **BACKGROUND**

Development of the Traffic Management Center (TMC) began in 2008 and the facility was largely completed in 2009. The development program included the update of the traffic signal management software to QuickNet version 6, the installation of fiber optic communications to the TMC and other links in the city, installation and connection of cameras, design of improvements to fixed time traffic signals, testing and deployment of wireless communications, preparation of timing plans for three corridors in Burbank, connection and testing of the County Information exchange Network (IEN) and the design of an Internet protocol (IP) address protocol to all field devices.

Current efforts to upgrade and improve the management system include development of a fault tolerant, ring-based fiber network, expanding the IP network, designing improvements to fixed time traffic signals, assisting the maintenance personnel in diagnosing issues at the traffic signals, developing additional timing plans, and testing new technology. The traffic signal system is not yet complete, and it will require at least another year of implementation before it is fully operational.

### **DISCUSSION:**

The idea of expanding the daytime presence in the TMC has many merits, and it is a viable procedure when all TMC facilities are operational. Many of the current plans and functions being developed for the TMC require collaboration or multiple personnel, and split shifts would reduce the implementation progress. The current focus of the TMC is to complete all functions and implement all field systems. In another half year to a year, staffing times can be adjusted.

### CONCLUSIONS

Staff will plan and implement staffing shifts to provide staffing during both peak travel hours.

### **RECOMMENDATIONS:**

Receive and File

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### Item VE

### RESPONSE TO PUBLIC COMMENTS

### ISSUE:

Traffic Commission requested responses to public comments.

### **DISCUSSION:**

The response to public comments follows:

<u>I-5 / SR-134 Construction Plan</u> – Attached is the plan for installation of devices with this project. Conduit and fiber is required over a portion of Alameda Avenue.

Traffic Commission Reports - Traffic Commission reports are now on City website.

<u>Bicycle Detection at Riverside Drive and Buena Vista Street</u> – The traffic signal is on recall to Riverside Drive which eliminates the immediate need for bicycle detection. We will install with signal upgrade with left turn signals.

<u>Left Turn Signals at Disney Driveway</u> – We have a project to improve Riverside / Keystone signal. We will interconnect and run signals concurrently to minimize queuing issue.

<u>DMS Sign Messages</u> – California MUTCD has no issue with DMS messages. We use this document as our guide. Caltrans also retains messages and uses non standard messages. See Attachment 2.

<u>Traffic Signal Queue Detection</u> – We have found that drivers in Burbank expect lead left turn functionality. Olive and Lake is an inappropriate location to test. We need to define a location and prepare an evaluation process to undertake this experiment. We shall undertake in upcoming months.

<u>Left Turn Signals not Working</u> – When we are notified of issues, they are fixed. The two cited locations are fixed.

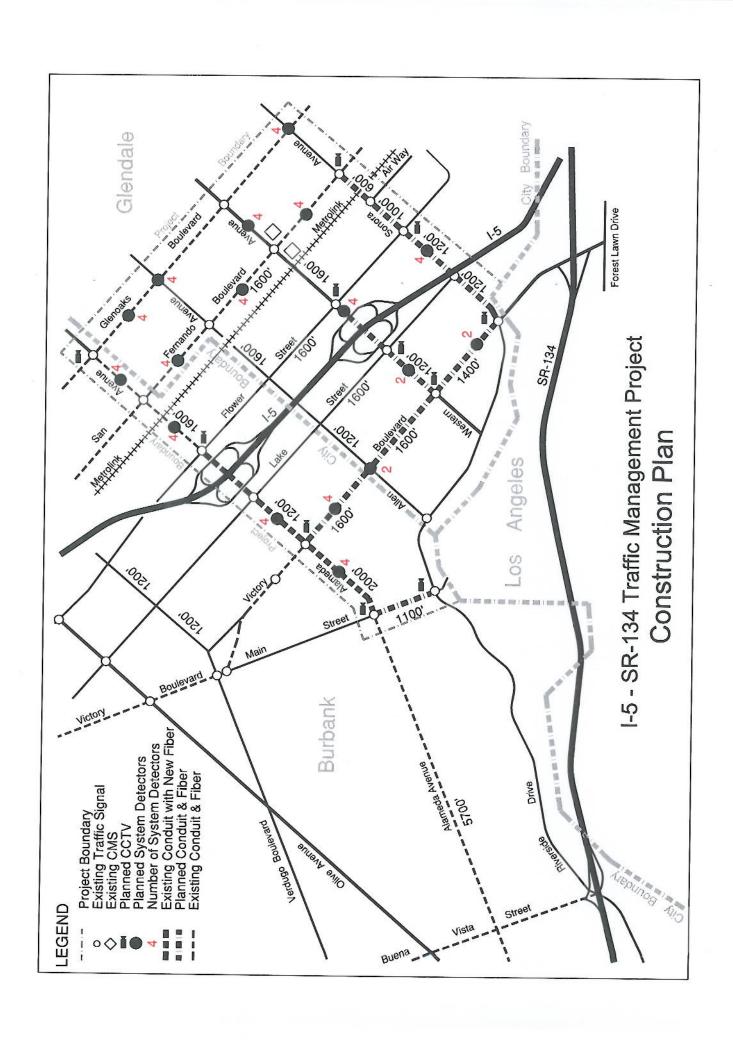
<u>Pedestrians in Street</u> – Pedestrians are permitted in street per BPD and CVC 21956(a) and 21956(b).

<u>HSIP Grant to Improve Traffic Signals at Burroughs</u> – The two traffic signals at Verdugo / Parish and Verdugo / Keystone are semi-actuated and will be further improved with grant.

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### **ATTACHMENTS:**

- 1. I-5 / SR-134 Construction Plan
- 2. Caltrans CMS Sign



# Motorcycle awareness message on signs across California

By James Sharpe -

General news

18 February 2010 13:18

The California Highway Patrol has started a campaign to make motorists more aware of bikes. The message, 'Share the road, look twice for motorcyclists', is now being shown on over 700 signs across the state.

Robert Gladden, director of the US's Motorcycle Safety Foundation said: "The Motorcycle Safety Foundation, along with many thousands of motorcyclists, applaud the California Highway Patrol, the Office of Traffic Safety and CalTrans for recognising the importance of motorcycle safety and for utilising this very effective medium to promote highway safety.

"We hope that the overwhelming positive response we have received will encourage more motorcycle safety messages like this to be displayed in the future."

On a stretch of the 405 freeway, where just one of the hundreds of signs is located, it's estimated that 250,000 vehicles pass through every day.

What do you think? Should overhead signs in the UK have a similar message



Source: Motorcycle News, February 2010

### Item V1A

# PUBLIC HEARING TO CERTIFY THE PUBLIC CONVENIENCE AND NECESSITY FOR TAXICAB OPERATIONS IN FISCAL YEAR 2010-2011

### ISSUE:

The Traffic Commission is charged with establishing the number of taxis that are permitted to operate in Burbank and which taxi operator should receive Burbank operating permits. The Convenience and Necessity process: 1) establishes the total number of operating permits in Burbank to provide for appropriate public need and convenience, and 2) which operator should receive the permits based on several defining criteria. Taxi operators may not pick up passengers in Burbank unless certified by the Traffic Commission, although any taxi may deposit passengers within the city. No operating permits are available for FY 2010-11, but the Traffic Commission must determine if the current number of permits is appropriate. All taxi operators have been notified of this public hearing.

### THE CURRENT REGULATORY PROCESS

The Burbank Municipal Code (BMC) Section 7-2-104, <u>Permit and Certification of Public Convenience and Necessity for Taxicabs</u>, requires that all persons who operate a taxicab as a vehicle for hire in the City of Burbank must receive 1) a permit from License and Code Services Division and 2) a certificate of public convenience and necessity from the Traffic Commission to allow them to operate. BMC Section 7-2-105, <u>Application for Taxicab Owner's Business Permit</u>, requires that anyone wishing a business permit to operate a taxicab must submit the following information to the License and Code Division for review and evaluation by the Traffic Commission:

- · Name and address of the owners and operators,
- Nature of the business.
- Rates that are charged,
- Financial statement of the business.
- · Cab color, insignia, meter type, taxi sign type and sign location,
- Proof of insurance,
- Agreement to have a background check of drivers.
- Disclosure of operating permits within seven years of the application, and
- Any additional information required by the Traffic Commission.

BMC Section 7-2-106, <u>Investigation and Hearing</u>, requires that a public hearing be held before the Traffic Commission for certification of all taxi companies to insure appropriate public convenience and necessity. Proper notice must be given to the public and interested parties of the hearing, so that anyone wishing to testify before the Traffic Commission may do so. The Traffic Commission has the authority to determine all issues relative to the granting or denial of taxicab permits. The Traffic Commission

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decision can be appealed to City Council.

This year, the Traffic Commission is only charged with the determination of convenience and necessity. No permits are available for allocation. In making findings of public convenience and necessity, BMC **Section 7-2-108**, *Review of Applications by Traffic Commission*, requires that the Traffic Commission consider information relative to the total number of taxicabs operating in the city:

- The numbers of taxicabs already in operation A total of 130 taxis are currently permitted to operate within the City of Burbank. This number of taxicabs has been permitted to operate in Burbank since 2008, when the number of permitted taxicabs was raised from 120 to 130. The number of taxicabs has operated without significant issues for the last year. The limitation on the number of taxicabs in Burbank is intended to provide an adequate number of taxicabs, without permitting an uncontrolled number of cabs to operate in the city to the detriment of the public.
- <u>Is existing taxi transportation adequate to meet the public need</u> The majority of taxi trips in Burbank are associated with the Bob Hope Airport (historically about 50 percent of the total). Other trip destinations have been readily served by the existing taxi operators. Airport taxi operations have changed in the last year because of the downturn in the economy. The City has not received complaints of the lack of taxi services. The existing taxi operators have adjusted to the fluctuating demand issues at Bob Hope Airport and to a relocated airport taxi waiting location.
- The probable effect of increased service on local traffic conditions The existing taxi operations have not impacted the traffic operation of the street system; however, waiting taxis have reduced the available parking spaces in certain areas. The City currently has two designated taxi waiting areas where taxi operations are significant: 1) at the downtown Holiday Inn, and 2) at NBC near Alameda Avenue.
- The character, experience and responsibility of the applicants as determined by the Chief of Police The newest taxi operator, United Taxi of the Southwest, has been in operation in Burbank for about two years and the city has not received significant complaints about its operation. United Taxi's local office is on Alvarado Street near Echo Park in downtown Los Angeles. The other two operators, Tri-City Transportation and G. and S. Transit Management, have operated in Burbank for over a decade.
- <u>Innovative proposals of service to the Public Works Department</u> Both taxicab operators have indicated a willingness to employ "green" taxis, which is of significant interest to the City Council. United Taxi of the Southwest has a fleet composed entirely of alternative fuel vehicles.
- Written complaints filed with the License and Code Services Division No complaints have been received about the existing three taxi operators in the last year.

### **HISTORY:**

In 1996, the Traffic and Transportation Committee certified a total of 145 taxicab operating permits that were assigned to six operating companies:

| • | City Cab      | 70 permits |
|---|---------------|------------|
|   | Checker Cab   | 30 permits |
|   | Burbank Taxi  | 10 permits |
| ш | Red Top Cab   | 15 permits |
|   | Yellow Cab    | 15 permits |
|   | Celebrity Cab | 5 permits  |

In 1999, the total number of operating permits remained at 145, but the number of companies declined to three operating companies (City Cab, Yellow Cab and Checker Cab). In 2000, Yellow Cab and Checker Cab combined to form Tri-City Transportation, resulting in two operating companies in Burbank. In 2001, the number of permitted taxicabs was reduced from 145 to 120, and the total permitted taxicabs remained at 120 until 2008, when United Taxi of the Southwest was granted 20 operating permits. In 2008, a total of 139 operating permits were granted among the three taxi operators. The total number of permits currently allocated is shown in the following table.

| BUSINESS NAME           | CURRENT PERMITS | PERMIT<br>PERIOD ENDING |
|-------------------------|-----------------|-------------------------|
| Tri-City Transportation | 60              | June 30, 2012           |
| United Taxi of SW, Inc. | 30              | June 30, 2011           |
| G. & S. Transit Mgmt.   | 40              | June 30, 2011           |
| Total Permits           | 130             |                         |

Staff feels that the existing 130 taxicab operating permits are an appropriate number of permits for the City of Burbank. The 130 permits provide an adequate number of cabs for the demand in the area and this level of cabs allows an appropriate return on investment for the permittees. The City has had no complaints of too few cabs or of the inability to receive service within a reasonable amount of time other than the special conditions at the airport described above.

### **CONCLUSIONS**

The Traffic Commission should consider if the existing 130 operating permits are appropriate for the City of Burbank.

### **RECOMMENDATIONS:**

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Staff recommends that the Traffic Commission reaffirm that a total of 130 taxicab operating permits are appropriate for the City of Burbank.